

No. 6483 號三十八百四千六第 日五十月八年寅戊緒光 HONGKONG, WEDNESDAY, SEPTEMBER 11th, 1878. 三拜禮 號壹十月九英 港香 (PRICE \$2½ PER MONTH)

INTIMATIONS

THEATRE ROYAL
CITY HALL, HONGKONG.
THE ROYAL ENGLISH OPERA AND
ROYAL BOUFFE COMPANY.
Effective preparation and will shortly be
produced.
DONIZETTI'S MILITARY OPERA
THE DAUGHTER
OF THE
REGIMENT.
With Full Cast.
Seats to be had and Seats secured at Messrs.
& Co.'s, where a Plan of the Theatre
is shown.
ADMISSION IN THE PRICES.
Prices of Admission:
Circles or Orchestra } TWO DOLLARS.
Stalls }
Boxes }
Balcony }
Galleries }

les unaccompanied by Gentlemen cannot
 be admitted.
 Hongkong, 10th September, 1878. [1449]
 SWATOW, AMOY, AND FOOCHEW.
 E Steamship
 "DOUGLAS."
 in Pitman, will be dispatched for the above
 TO-MORROW, the 12th inst., at Noon,
 and is provisionally advertised.
 Freight or Passage, apply to
 DOUGLAS LA PRACE & Co.,
 Agents.
 Hongkong, 11th September, 1878. [1594]
 FOR SINGAP RE AND PENANG.
 E British Steamer
 "PALADIN"
 in Packet, will load here for the above
 and will leave on THURSDAY, the 19th
 inst., at 2 p.m.
 Freight or Passage, apply to
 HOP KEE.
 Hongkong, 10th September, 1878. [1523]
 FOR SINGAPORE (DIRECT),
 E Steamship
 "SHUN LEE,"

such as above.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Raffles Place, 10th September, 1878. [1925]

NOTICE.

O O R E & C o.,
VARIETY STORE
WINE AGENTS AND TOBACCONISTS.
No. 42, QUEEN'S ROAD CENTRAL.

EATING AND DRINKING OF WOMEN
PARLIES.
PURELY VEGETABLE SWEETMEAT, both in
variance and taste, furnishing a most agree-
able method of administering the only certain
remedy for **INTESTINAL OR "BILIOUS" WORMS,**
a perfectly safe and mild preparation, and
especially adapted for **Children.** Sold in
all parts of the world by all Chemists. [361520]

HIE SECOND COLONIAL SEA AND
FIRE INSURANCE COMPANY
OF BATAVIA.

We the Undersigned, **AGENTS** for the above Com-
pany, are prepared to **GRANT POLICIES ON**
MARINE RISKS to all parts of the World.
SIEMSEN & Co.,
Agents.

Singkong, 2nd September, 1878. [1473]

NOTICES TO CONSIGNEES.
FROM LONDON AND SINGAPORE.

"GLEN RAGLES"
Cargo arrived from the above Ports; Consignees
Cargo also hereby informed that their Goods,
with the exception of those already being landed,
are at risk to the Godowns of the Under-
dogged, whence "from the Wharves or Boats"
every may be obtained.
Consignment Cargo will be forwarded unless notice
to the contrary be given before 2 o'clock p.m.
DAY.
Cargo remaining undelivered after the 13th
and will be subject to rent,
if no Insurance has been effected
in time of loading will be consigned by
JARDINE, MATHESON & Co.,
Agents
Hongkong, 6th September, 1878. [1565]
CONSIGNEES OF OPTIONAL CARGO,
EX. O. S. S. CO. S.S. "ULYSES,"
FROM LIVERPOOL.
Shipping Orders must be obtained from
the Undersigned not later than the 11th
inst. and shipment per Steamer "**FRIAM."**
BUTTERFIELD & SWIRE, Agents.
Hongkong, 5th September, 1878. [1562]
OCEAN STEAMSHIP COMPANY.
CONSIGNEES per Company's Steamer
"ULYSES."
herby notified that the Cargo is being dis-
garded into Craft, "at landed at the Godowns of
Undersigned;" in both cases it will be ready
for every from Craft or Godown on and after the
10th September, 1878.
Goods undelivered after the 11th September,
B. & N. Smith & Co., Agents.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 5th September, 1878. [1459]

THE Steamship

"VENICE"

Cargo arrived from the above Ports; Consignees & Cargo are hereby informed that their Goods, in the exception of Opium, are being landed at their risk; the Goods of the Under-mentioned, whence come from the Wharves or Boats, may very much be obtained.

A Special Cargo will be forwarded unless no to the contrary be given before noon TO-

Cargo remaining undelivered after the 12th will be Fire Insurance has been effected.

Consignment by

MARLBINE, MATHEWSON & Co.
[15/9]
Cantonment, 6th September, 1878.

**COMPAGNIE DES MESSAGERIES
MARITIMES.**

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned, for countersignation, and so immediate delivery. This Cargo has been loaded and stored at their risk and expense.

To Fire Insurance has been effected.

H. DU POUET,
Agent.

By "AMAZONE."

At 1644, Mr. E. Thuermer, 1 case Ink, from
Marseilles.

By "SINDEH."

Arrived in heart, 3244/63, Order 20 halves Mr.
Charles, from London:

In a dividend 781, 91, 701, 709/50, Order, 19
cases, which have been received.

In a dividend 113, Order, 1 cases Stationary,

g. 170. Order: 6 cases Oil, from Marseilles.
Hampden, 10th September, 1875.

THE WILDS OF WESTERN
AUSTRALIA

AUSTRALIA.

The map shows more blank space in the vast tract of Western Australia than in any other part of the great continent. The reason is that little is known of its character, on account of the difficulty experienced in its exploration. It is for the most part dry, barren, and repulsive; and many who have ventured into its inhospitable wilds have perished on its hungry sands, or have barely escaped with their lives. Such forbidding prospects have not, however, deterred the mannikin, will for ever have attractions for the adventurous few; and the healthy thirst for knowledge will, in addition to the love of adventure, urge brave spirits to look for cases in the desert notwithstanding the danger to be encountered, and the terrible risk of utter disappointment. It so happens that the great tracts of the western wilds have not been wholly explored, and that the tracts of good land have been discovered, and the squatters who act as pioneers of civilisation have pushed out boldly to take possession of some of these, the result being that from settled parts of the western coast occupation is pushing eastward and northward towards the barren regions, where, for the sake of sales there is not wholesome herbage, though the soil is very good.

Some account of what has been done will probably interest our readers.

We begin with the adventures of Burke and King, because although they take us away from the western wilds, the reader is sure to think of them in this connection, and may consider the writer at fault if they are ignored altogether. It was not in the western but in the northern desert that poor Burke lost his life, and his companion King was left to wander about, waiting for a time subsisted on such wild fruits and the seeds of the Nardoo (*Marattia macrospora*). The expedition under Mr. R. O'Hara Burke left Melbourne August 20th, 1860, and proceeded north until reaching the river Flinders, down the course of which they proceeded on foot until they came to salt marshes in the vicinity of the Gulf of Carpentaria. On the 15th of February, 1861, they commenced their journey, reaching a depot (which they called Dundas) on the 17th. On the 27th they found a depot of water, S. 32° 27' E. 40 m.; 27th, S. 32° 27' E. 32 m.; 28th, S. 32° 27' E. 56 m.; 29th, 140 deg. 22 min. They were already in a finishing stage, consumed with hunger, thirst, and sunnry. All but King, a common sailor, died, after the most painful sufferings. King was rescued by some natives, and reached Melbourne, to tell the melancholy tale, on the 25th of November, 1861. Captain Sturt, in 1844, endeavored to penetrate northward, but was hindered by the sterility of the desert.

The first expedition of the western world to the interior of Australia was Eyre's successful journey to the west coast along the Great Southern Bight in 1841. The thirst endured by the party gives a most painful tone to the narrative, and their glances of the interior do not in the least detract from the interest of the journey.

In 1861-2 John McDouall Stuart prepared the way for systematic exploration by traversing the continent in the line now occupied by the Trans-Australian telegraph to the west of the storm desert that crushed the hopes of Stuart. This telegraph line divides Australia into two equal halves, and anyone can mark it on the map with accuracy enough for general purposes, by drawing a line through Port Augusta and Fowler Bay in the south, to Port Darwin in the north. Stuart found more good than bad in the country he traversed, and the scarcity of water we pass over their explorations by Stuart, as well as those of Gregory, Hunt, and Forrest, as, from the present standpoint wanting in definiteness of results; it is scarcely worth while to report on the results of his journey, when we have one full of instructions as to our future work. The way for these latter undertakings was

prepared by the West Australian Government. In 1870 a government expedition was sent out under Mr. Forrest, whose party of 400 miles to the north-east of Perth (S. lat. 32°) in the previous year had in some degree prepared him for its management. Mr. Forrest made his way from Perth to South Australia along the line of the Eighteenth Parallel, as far as possible, and discovered much game country, but was obliged to a great extent to return as pasture land, although it is sadly deficient of water. Mr. Ernest Giles must have whatever praise is due to the first thorough explorer of the western wilds. Mr. Fieftken, who accompanied Mr. Giles across the interior from South Australia to the west coast, gave a full account of the journey in a paper read before the British Association at the Plymouth meeting. In this paper, he drew conclusions, which, if this information suitable to our present purpose.

The topograph lines already referred to may be regarded as the basis of the operations of Mr. Giles, as also of those of Mr. Warburton. In 1872, Mr. Ernest Giles set out on his first expedition; the real starting point being Chamber's Pillar, a remarkable rock outcrop near the centre of the continent about 200 miles N. E. of the equator. He had with him two white companions and fifteen horses. Giles proceeded in a north-westerly direction along the Finke River, a long and broad channelled with many tributaries, but with only a watercourse here and there, and then, in this direction about 123 and 130 to 140 miles, through a country covered with ranges of mountains reaching sometimes to the heights of 4,000ft. with sand-hills and desert, covered mostly by spinifex or porcupine grass (*Triodia irritans*), wattle (*Eucalyptus dumosa*) and *E. oleosa*; and mulga scrub, with rarely a patch of the grassy country. Coming

southwards, the country was stopped by a large dry salt lake (Lago Amadeus), stretching east and west, with many arms; in about the latitude of Chambers's Pillar. After a day's march we crossed the lake, which seems to be filled with a blue mud, encrusted with salt. Mr. Giles returned by a different route and reached the telegraph line on November 21st. His report of the country was very unfavourable. The paramount problem every day was how to get the men and pack animals through, they being hailed with much joy as if they were great lake, and dignified with the name of "one of the subscribers to my expedition." The prevailing soil is sand, and even the mountains seem to be formed of loose sandstone for many feet beneath the surface, as if they

were only in the process of hardening into stems, and the leaves were still green and spinifer, a sharp, spiny grass growing in tussocks of from 18 inches to 5 ft. in diameter and about 3 ft. or 4 ft. high. When quite young the shoots are green, but when mature their colour becomes of nearly the same hue as the old, raw, and scaly bark. It is a sad relation to the life of the wilderness. It is quite unattractive even by camels, and horses soon come to have a perfect horror of it, as do the spiny shoots pierce and cut their legs, and not infrequently lead to the destruction of the animals. After long travelling among the dense grasslands, the natives, when they enter the fellock, so that the natives, who lead a wandering life, find it, have the skin of the whole front of their legs, as well as their feet hardened by its action into the consistency of the stiffest leather. The country is covered with grasslands, and is well adapted for purposes. The mulga scrub is a species of acacia, about 5 ft. or 6 ft. high, and encountered by Giles and other Australian explorers in such dense forests as to be almost impenetrable except by camels. Indeed, the growth of acacia is so dense that it is almost impossible to enter the interior of the country without a pack of camels, and, generally speaking, the word "desert" is a misnomer as applied to this wilderness, as over most of it there is no lack of vegetation, and

it is. The species of casahuate known as the "desert oak" is indeed of the highest value as a timber tree, but to carry it to a market is impossible, so that for the present it is a mere weed of the bush.

In the *Times*, of Dec. 26, 1877, will be found a copious and careful account of Australian explorations in recent years, and a fair proportion of space is allotted to the expeditions of Messrs. Gregory, Hunt, Ross, and Essex. To refer to these in detail, however, will not suit the purpose of the present paper, and we therefore pass at once to the second expedition of Mr. Giles, which set out in August, 1872:—

The expedition consisted of Mr. Gladys, Mr. Tietelen, and two other men, and twenty-five horses, which started in August from the point where the telegraph line crosses the Alagoa River, about 27 degrees S. and 138 degrees W. Mr. Gladys started so far south in order to get to the equator before the rainy season, and in the hope of finding a better watered country in this direction than he did on his previous journey. After reaching a little way the party went almost directly westward to the 27th parallel for about 500 miles—no effect, almost half-way across the continent. Many ventures were made, of course, and the party was obliged to turn back several times, but in the event of which much suffering was endured both by man and beast. An occasional day was met with containing a

[illegible]

The first foragers, who came upon the lovely spot, with plenty plenty of water, gemmae waterfall, beautiful glens, and range of hills. Excursions were made from here in various directions, but at a very short distance from the oasis the usual sterile and barren country was reached, and the furthest west point reached was in the same longitude as on the more southerly line about 2 deg. further north. Gibson, one of Giles's companions, here went astray while endeavoring to return to the depot along the same line, and his return to the assistance finally determined Mr. Giles to retreat, and the expedition reached the Charlotte Waters telegraph station in July, 1887.

The Warburton expedition cuts through the western wilds by a route lying further to the north than that of the first party, and the coast improved of the sea. Colonel Warburton, a man advanced in years, and in other respects apparently but ill-fitted for so great an undertaking, nevertheless fought his way through innumerable difficulties, and explored not less than 90 deg. of longitude of the coast, and saw the bones of many of the eyes of civilized man, and much of it, perhaps, unknown even to the natives.

The expedition was fitted out mainly at the expense of Mr. Elder, a rich and generous inhabitant of Adelaide. It left Adelaide Springs on the telegraph line, about 1,100 miles north of Adelaide, on April 13, 1872, and proceeded north-west to about 128 deg. E. long., and then westward between 20 deg. and 21 deg. S. lat., reaching the Bourke on the 21st of May, and in end of January. Warburton's journal from almost the very first becomes a painful record of a daily hunt after water—a hunt which was seldom successful. The waterless country seems to be a high sand-table-land, with low sandy ridges, sometimes bare, sometimes covered with the usual spinifex and scrub, varied with trees of different kinds, an occasional salt marsh, a few stony natives, and at rare intervals a bird life. Nothing but the desert specially Warburton declared, would induce a man to go there.

In 1875, Mr. Giles was in the field again, but at the expense of Mr. Elder, and with Mr. Young and Mr. Tietkins for companionship. After a sort of small trial trip of a month, a painful and dangerous nature, the main expedition, which was to attempt to reach the Perth by a route about 200 miles from the Great Bight, and about double that distance south of Forrest's route, left Beltna, one of Mr. Elder's stations east of Lake Torrens, on May 6th, went round the south end of the lake, and then nearly straight by the same route as that of the preliminary expedition, to Youlehd, which may be regarded as the real starting point. Youlehd was left on August 27th for a grassy spot with a native live well about 100 miles northwards, where was made a depot for a short time. From this point Messrs. Tietkins and Young went northwards, partly to reach the Musgrave range, 200 miles off, south of Lake Amadeus.

but mainly to search for water. They could not only manage, however, to make 100 miles of the journey, through the usual scrubby and spiny vegetation, but also to find a large number of aquatic molluscs (*Trachypus dumeresi*) at the same time. Mr. Gish himself went out afterwards, also in search of water, and after going 150 miles among interminable salt lakes and spirochete sandhills, with occasional casahuate, sandalwood, and cottonwood growth, he returned to the expedition. To this the whole party was moved, and they reached it on September 8. At a week spent here another move was made, all possible provision being made for the conveyance of water. It was well that this was done, as no water was reached again for sixteen days, at a distance of 325 miles.

Mostly through the densest patches of forest, the road leads to a place where it was almost blindfold, and with scarcely a view of anything beyond. At last, on September 26, a pretty piece of grass-land, surrounded by pines, was stumbled upon, containing a miniature lake, with ample supplies of water. The water was so pure that it looks like the water here permanent, and has dignified the pond with the name of Queen Victoria's Springs, giving a similar name to the desert in which it is situated. Of course, a long road was taken here, and the road was not without its share of spot seed of numerous vegetables, plants and trees—as the giant bamboo, *Tasmanian blue gum* (*Eucalyptus globulus*), and water (*Acacia stipitigera*). It is doubtful, however, if these or any of the other seeds planted will grow, and the poor country is being burnt, as it is, by the savasas continually burning the vegetation; the smoke of such fires being constantly seen along the route traversed. Queen Victoria's Springs were left on the 6th of October, and no other water was reached until the 13th of November, when the annual creek with boggy sand lakes and an occasional patch of granite. The native name of the place where the new water was found is Harnang, and here the party was attacked by the local natives.

fortunately no damage was done. Blarring was left on October 18th, and the journey was of the same monotonous and trying kind till the out-stations of Western Australia were reached. Latterly, the expedition went over ground to some extent previously explored, and, as might have been expected, Mr. Giles and his party were received with the greatest hospitality and enthusiasm although the settled districts, and Perth was entered in triumph on the 19th of November.

The return journey was made by a different route. For this purpose he left Perth on 10 January, 1936, his party being accompanied by a guide, a black hunter, and a black boy. On 15 January, however, by the withdrawal of Messers. van Tetsen and Young, the route of this return journey expedition was to be about 50 miles to the north of the first one described, between latitudes 244 and 268 parallels, about 100 miles to the north of Forester's route, and 300 miles to the north of Warburton's. Leaving Perth, this expedition made a series of marches, and on 22 January, about 100 miles, gradually increasing the number of days' march from 10 to 12. The day was accompanied by almost constant rain. Two of this desert by troops of fighters, many men and women, the latter many of them rather pretty and somewhat obviously racially attractive. The last water were seen on the 19th of April, at about 22 deg. south, and, through the thoroughly good ground, the head waters of the Murchison River were made on the 20th.

20th. Where this river was crossed, at about the intersection of the 26th and 117th degrees, it consisted of several parallel channels; altogether five or six miles broad but containing no water whatever. The country for several miles around the crossing was beautifully grassed and grew with a considerable quantity of eucalyptus or gum timber upon it. A few miles to the north of this the remarkable Mount Gould was reached, whose rises 2,600ft. above sea level, to a pointed ridge with rough and timbered sides. Mount Gould is composed almost entirely of huge blocks of iron, Mr. Giles states, which rendered the country useless. The Gascone valley runs northward about 70 miles to the north of the Murchison, the country between the rough, hill, stony, and scrubby. Plenty of water was found in the main channel of the Gascone, which here flows through beautifully grassed flats. Mount Labouchere 3,400ft. above sea level was reached on the 1st May, and shortly after what Mr. Giles believes to be the head of the Lyons River. Through stony and scrubby country, interspersed with basaltic grassy uplands, we passed with horses and the largest river of Western Australia, was made on the 11th May, when only a small stream was found to be running down its broad and sandy bed.

This river had not before been struck so fine up, and Mr. Giles found the banks clothed with eucalyptus, though the valley down which it flows is so confined and stony that no sufficient areas of open country were to be seen in its neighbourhood. The expedition followed the river up, travelling along its bed, which proved the best travel-ling ground, the valley was so stony and narrow. The horrible triodia or spinifex was seen occasionally, even where the water flowed, and the country was everywhere a strip of good country yet Mr. Giles thought there is no encouragement whatever for occupation. Nearly all the party had for some time been attacked with ophthalmia, and Mr. Giles himself was quite blind. Nevertheless with one companion they went on for a distance of about 80 miles to the range of hills, to which he gave the name Ophthalmia. From this range no water courses were visible to the east or north, the country being quite level. Two prominent heights to the northwest were named Mounts of Ophthalmia. The expedition from this station was followed to its head in about 24 hours, S. and 120 E. when the expedition found itself again on the edge of the desert.

Hitherto from Perth northwards they had been no lack of water, and evidently certain seasons much of the country must be flooded. While a large area is stony and scrubby and scarcely fit for occupation the country is not everywhere so sterile. There will still be considerable stretches of real fine country which will doubtless be made use of gradually by the enterprising colonists of Western Australia. A considerable variety of timber covers the country—mulga, paper tree (*melaleuca*), native poplars, *dingea* (*Santalum acuminatum*), or native peach, native orange (*casiparia*), sandalwood (*Santalum latifolium*), native fig-tree (*Ficus platyphloia*), Australian grass tree (*Castrothornis*), and a few others. The country is very arid. While about the head of the Ashburton the camels got all poisoned by low scrub, which sometimes reaches the height of a tree, and is of peculiar appearance its botanical name is: *Gyostemon*.

ramelous, and it was met with at a certain part of the southern route, though it does not seem allied to the poison plants which infest the settled districts of West Australia. Fortunately, none of the camels died from the poison, though they suffered much from it; they got beyond the reign of the plant. By the 4th of June the expedition had returned on the coast, and on the 10th of the month, at long 120.80 E., when, of course, its great object became to get as quickly as possible to the other side. The narrative is now the old story of Warburton, Forrest, and Giles himself. Orer and stretch of 220 miles, in ten days, was traversed at the very first without any water being sighted. Orer sandhills, sometimes bare and sometimes clothed with the characteristic vegetation of this cheerless waste, the expedition made its way, till on the 27th of June it joined us to the point

attained in 1874. From this point the Murrumbidgee of 1875-76 was virtually as far as the Murrumbidgee has ever been. It was a river of the same width almost a creek or river named the Ferozabad, which seems to have been the Ferozabad, but around which many traces of cattle were seen, as if already attempts had been made to take in some of the well-grasslands of this country in this quarter. After going through the well-grasslands of the Goulburn district, the river turned east and through a scrubby country, and occasionally well-grass, reached Mount O'Halloran on the telegraph line in about the line of 27-30 S. and 153-50 E. on August 19, and the Peak station on the 23rd, where there were more they found themselves among "the kindly meads of the grassed country" and the part of the telegraph line is either settled

is likely it due time to become so. But to the west of the telegraph line the case is otherwise and the central parts comprise at least half-a-million square miles (about one-fifth of the whole area of the continent), which are still in a comparatively unaltered state. The southern portion of this wilderness appears to be thickly clad with vegetation, such as it is, while the north, along the roughest traversed by Warburton, Forrest, and Gilead seems to have its almost unvarying sandalwood by the sea, and its scrubby gum, eucalyptus, and scrub. Over the waste as a whole there seems to be considerable variety of vegetation. Formerly, in the now settled districts, where there was no sheep or kangaroo grass, fires were frequent (as they now are in the centre of the continent), and the grass, the forest and all vegetation, but since the stocking of the country, there is less grass for the fires to consume, and their ravages are consequently becoming limited in extent. Queensland especially Mr. Landsborough states, is now so thickly covered with grass, that the making of a living by it. Mr. Landsborough's observations are worthy of attention, but they are founded, it should be remembered, mainly on data collected on the western side, and it is the better half of the Continent.

HONGKONG MARKETS.

AS REPORTED BY CHINESE ON THE 10TH SEPT., 1870

[illegible]

Woolen Goods
Socks 8 lbs (per pair)

[illegible]

7A PROD

[illegible]Pea Oil, per pound..... 10.00
Egg " White, per pound..... 10.00[illegible]

SHIPPING IN THE CHINA WATERS

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG.	AND REG.	TONS.	CONSIGNEES.	DENI-MINATION.	VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG.	AND REG.	TONS.	CONSIGNEES.	DES-TINATION.
HONGKONG.															
OF MEMBERS.															
Ajax	Sept. 8	Kidd	Brit. str.	1550	Battersford & Swire	S'pore, &c.	Argosino	Aug. 9	Barnett	Brit. str.	015	Turner & Co	London		
Asia	Sept. 7	Durap	Dan. str.	830	Meyer & Co		Christian	Aug. 22	Storck	Ger. sch.	233	Kang Hong Tak & Co	Tientsin		
Bolgie	Aug. 30	L. Meyer	Brit. str.	1715	O. & W. S. S. Co		Cuba	Aug. 21	Stiebel	Brit. bk.	320	Kang Hong Tak & Co	Tientsin		
Bolonia	Sept. 9	Ahrens	Brit. str.	789	Wm. Pustan & Co		Hiram Emery	Aug. 21	Wyman	Amer. bk.	799	Alman & Co	Tientsin		
Bombay	Feb. 13	—	Brit. str.	704	Kwok Achong		K'obonhavan	Aug. 10	Greve	Dan. str.	701	Cherlock & Co	Malacca		
British Castle	Sept. 2	H. Alder	Brit. str.	1437	A. Adams, Ball & Co		Luzon	Aug. 8	Hollen	Brit. sch.	123	—	Malacca		
China	Aug. 27	T. Ayton	Brit. str.	1033	P. O. S. N. Co		Rosella	July 25	Callie	Brit. sch.	441	Adams, Bell & Co	London		
China	Aug. 26	Ackerman	Brit. str.	548	Stienssen & Co		Repeating	Aug. 19	Badenach	Brit. sch.	274	Kang Hong Tak & Co	London		
Cebu	Aug. 25	Jaekusman	Span. str.	250	Russell & Co		Wyllo	Aug. 8	Browne	Brit. bk.	800	W. McKenzie Bradley	London		
Chong	Sept. 2	Williams	Brit. str.	824	Battersford & Swire										
Consent	Sept. 6	Scott	Brit. str.	317	Kwong Lee Yuen	Haiphong									
Douglas	Sept. 8	Pittman	Brit. str.	864	D. Larpark & Co	East Coast									
Fat-choy	—	Holland	Brit. str.	153	G. Mc Bain										
Lofo	—	D. Martin	Brit. str.	700	Battersford & Swire		Ada	Aug. 12	Douglas	Brit. bk.	516	Vogel, Hagedorn & Co	Manila		
Kialan	—	A. Reming	Brit. str.	1089	B. H. Williams & Co	Canton	Almatia	Aug. 22	Blanchard	Amer. sch.	357	Morris & Co	Manila		
Kia-Kiang	—	A. G. Carey	Brit. str.	1091	B. C. & M. Steamboat Co	Canton	Capra	Aug. 16	Taylor	Brit. sch.	267	—	Manila		
Kiung-chow	—	—	Brit. str.	404	Kwok Achong		Charley	Aug. 20	Inck y	B. bk.	339	Nils Moller	Manila		
Lorne	Sept. 2	McCulloch	Brit. str.	1035	Melchers & Co		C. Wattana	Aug. 17	Ulrich	Siam. sch.	655	Junison & Co	Manila		
Madagascar	Sept. 4	Timin	Ger. str.	834	Jarling, Matheson & Co	Bangkok	Chismena	July 29	McKerrie	Brit. bk.	697	Frazier & Co	Manila		
Madras	Sept. 10	Burdall	Brit. str.	1829		London	Columbia	July 8	Johnson	Amer. bk.	391	Frazier & Co	Manila		
Merida	June 23	—	Brit. str.	608	Kwok Achong		Doty Bark	Aug. 27	Tiptaft	Brit. sch.	921	Gibb, Livingston & Co	Manila		
Orissa	Sept. 5	Briscoe	Brit. str.	1119	P. O. S. N. Co		Ony	July 15	Grange	Brit. bk.	817	Bassell & Co	Manila		
Paladin	Sept. 1	Parson	Brit. str.	998	Hop Kee	S'pore, &c.	Pantaise	Aug. 15	Cooper	Brit. bk.	656	Malind & Co	Manila		
Perim	Sept. 6	R. A. Jones	Brit. str.	1018	H. H. Williams & Co		Forward Ho	July 16	Wade	Brit. sch.	842	Gibb, Livingston & Co	Manila		
Persian	—	—	Brit. str.	1890	L. C. & M. Steamboat Co		Glengarry	Aug. 19	—	Brit. sch.	915	Gibb, Livingston & Co	Manila		
Quarta	Aug. 10	Haye	Ger. str.	731	Soy Shing	Saigon	Helen Castle	Aug. 23	Angel	Brit. bk.	478	Bassell & Co	Manila		
Rassatianhar	Sept. 4	Hopkins	Brit. str.	938	Yee Fat Hong	Bangkok	Hayden Brown	June 20	Haver	Amer. bk.	895	Captain	Manila		
Salvadora	Sept. 8	Larriaga	Span. str.	650	Hemedes & Co	Manila	Hilda	Aug. 19	Fox	Brit. sch.	306	Nils Moller	Manila		
Sea Gull	July 18	Roberts	Brit. str.	48	Marine Insurance Co		J. R. Worcester	May 23	Cass	Brit. sch.	591	Adams, Bell & Co	Manila		
Seventer	Sept. 2	—	Brit. str.	645	Gibb, Livingston & Co	Australia	—	—	—	Brit. sch.	935	Adams, Bell & Co	Manila		
Tanais	Sept. 10	Marselle	Fr. str.	1588	Massagettes Maritimes	Yokohama	—	—	—	Brit. sch.	290	Nils Moller	Manila		
White Cloud	—	T. Bonning	Brit. str.	632	H. C. & M. Steamboat Co	Macao	—	—	—	Brit. bk.	316	W. Howett & Co	Manila		
Yot-an	—	O. Browne	Brit. str.	250	Kwok Achong	Macao	M. Lebanon	June 18	Hall	Brit. sch.	630	Frazier & Co	Manila		
Yot-an	Sept. 8	—	Brit. str.	285	Kwok Achong	Swatow	Norminal	July 15	—	Brit. sch.	101	Marwick	Manila		
SAILING VESSELS.															
Albert Russell	July 15	Carrer	Amer. bk.	763	Vogel, Hagedorn & Co	New York	—	—	—	—	—	—	—	—	—
Albarran	July 16	Bois	Port. bk.	38	Vogel, Hagedorn & Co	Manila	—	—	—	—	—	—	—	—	—
Alva	Aug. 31	Boysen	Ger. bk.	428	Carlowitz & Co	—	—	—	—	—	—	—	—	—	—
Angostura	Aug. 31	Boysen	Ger. bk.	428	Carlowitz & Co	—	—	—	—	—	—	—	—	—	—
Aristide	Aug. 31	Lahaye	Fr. bk.	339	Carlowitz & Co	—	—	—	—	—	—	—	—	—	—
Athene	July 15	Findlay	Amer. bk.	800	Olyphant & Co	New York	—	—	—	—	—	—	—	—	—
Babbar	Aug. 22	Kinnmond	Brit. bk.	575	Wyer & Co	Valparaiso	—	—	—	—	—	—	—	—	—
Beaufort	Aug. 2	Hayden	Amer. bk.	596	Russell & Co	New York	—	—	—	—	—	—	—	—	—
Bertie Biglow	July 22	Ferguson	Brit. bk.	1142	Meyer & Co	London	—	—	—	—	—	—	—	—	—
Brons	Sept. 8	Timpe	Ger. bk.	380	Wyer & Co	—	—	—	—	—	—	—	—	—	—
Catherina	Aug. 31	Schultz	Ger. bk.	1234	W. Schultze & Co	—	—	—	—	—	—	—	—	—	—
Centerville	Aug. 31	Bonan	Amer. bk.	1234	Russell & Co	Portland(O.)	—	—	—	—	—	—	—	—	—
C. Andrews	June 19	G. Place	Brit. bk.	356	Rezarie & Co	Sydney	—	—	—	—	—	—	—	—	—
Coila	Aug. 1	J. Jones	Amer. sch.	160	C. Traders Insurance Co	Portland(O.)	—	—	—	—	—	—	—	—	—
Corrientes	Aug. 1	J. Jones	Amer. sch.	160	C. Traders Insurance Co	Portland(O.)	—	—	—	—	—	—	—	—	—
Danarath	Sept. 7	Robinson	Brit. bk.	915	Vogel, Hagedorn & Co	—	—	—	—	—	—	—	—	—	—
Dianaw	Aug. 18	Freebody	Brit. bk.	1300	Gibb, Livingston & Co	—	—	—	—	—	—	—	—	—	—
Dirigo	July 14	Staples	Amer. bk.	684	Vogel, Hagedorn & Co	Hamburg, S. Francisco	—	—	—	—	—	—	—	—	—
Elvisco	Aug. 4	Poodini	Ital. bk.	645	D. Messo & Co	—	—	—	—	—	—	—	—	—	—
Enos	Aug. 5	Marble	Ital. bk.	724	D. Messo & Co	—	—	—	—	—	—	—	—	—	—
Fernes	Sept. 10	Guillon	Fr. bk.	273	Carlowitz & Co	—	—	—	—	—	—	—	—	—	—
Gorgonaria	Sept. 1	Shrover	Ger. bk.	282	Melchers & Co	Bangkok	—	—	—	—	—	—	—	—	—
G'orgonaria	Aug. 2	McBarr	Brit. bk.	456	Boesno Co	Nagasaki	—	—	—	—	—	—	—	—	—
Golden Spar	Sept. 4	Farrell	Brit. sch.	656	Ching	Haiphong	—	—	—	—	—	—	—	—	—
Golah	July 11	Duckan	Siam. bk.	545	Woo Tye Hong	Bangkok	—	—	—	—	—	—	—	—	—
Highland Columbia	Sept. 4	Bratton	Amer. sch.	353	Chino	—	—	—	—	—	—	—	—	—	—
Hawthorn	Aug. 1	Mead	Brit. bk.	296	Wier & Co	Tientsin	—	—	—	—	—	—	—	—	—
Highlander	June 19	Hutchinson	Amer. sch.	1352	Captain	—	—	—	—	—	—	—	—	—	—
Holmes	Sept. 3	Shaw	Brit. bk.	522	Captain	—	—	—	—	—	—	—	—	—	—
Hydra Castle	Aug. 29	Sept.	Ger. bk.	513	Woo Tye Loong	—	—	—	—	—	—	—	—	—	—
Iphigenia	Sept. 9	Green	Ger. bk.	464	Wier & Co	—	—	—	—	—	—	—	—	—	—
Japan	Sept. 10	Oltmann	Ger. sch.	270	Stienssen & Co	—	—	—	—	—	—	—	—	—	—
Josephus	July 15	Rogers	Amer. sch.	1470	Russell & Co	S. Francisco	—	—	—	—	—	—	—	—	—
Korsor	Sept. 10	Leub	Dan. bk.	317	Chino	—	—	—	—	—	—	—	—	—	—
Little Perry	Aug. 21	Johnson	Brit. bk.	1123	Meyer & Co	—	—	—	—	—	—	—	—	—	—
Little Moore	July 22	Hudson	Amer. bk.	850	Vogel, Hagedorn & Co	New York	—	—	—	—	—	—	—	—	—
Madeline	July 23	Patsan	Fr. bk.	469	Vogel, Hagedorn & Co	Honolulu	—	—	—	—	—	—	—	—	—
Martha's Union	Aug. 24	John Elliott	Brit. sch.	1600	Captain	Calico	—	—	—	—	—	—	—	—	—
M. Brookelam	Aug. 12	Kinch	Brit. bk.	611	Chino	—	—	—	—	—	—	—	—	—	—
Mary Fraser	Aug. 12	Dexter	Brit. bk.	1175	Captain	—	—	—	—	—	—	—	—	—	—
Milna	Sept. 18	Dua	Ger. bk.	457	Meyer & Co	—	—	—	—	—	—	—	—	—	—
Min-y-don	Sept. 18	Leslie	Brit. bk.	1109	Olyphant & Co	—	—	—	—	—	—	—	—	—	—
Moneta	Aug. 1	Bisset	Brit. bk.	621	Russell & Co	—	—	—	—	—	—	—	—	—	—
Moss Glen	Aug. 1	Bisset	Brit. bk.	621	Russell & Co	—	—	—	—	—	—	—	—	—	—
Parade	Sept. 8	Pasc	Fr. bk.	342	Carlowitz & Co	London	—	—	—	—	—	—	—	—	—
Perth	July 28	Rimington	Brit. bk.	549	Melchers & Co	Chinlon	—	—	—	—	—	—	—	—	—
Presto	Sept. 6	Leidman	Brit. bk.	384	Meyer & Co	—	—	—	—	—	—	—	—	—	—
FOOCHOW.															
IN PORT ON 1ST SEPT. 1878.															
SHANGHAI.															
IN PORT ON 1ST SEPT. 1878.															
Adm.	Aug. 12	Douglas	Brit. bk.	516	Vogel, Hagedorn & Co	Manila	—	—	—	—	—	—	—	—	—
Almatia	Aug. 22	Blanchard	Amer. sch.	357	Morris & Co	Manila	—	—	—	—	—	—	—	—	—
Amoy	Aug. 16	Taylor	Brit. sch.	267	—	Manila	—	—	—	—	—	—	—	—	—
Capra	Aug. 25	Anderson	Swed. bk.	287	Nils Moller	Manila	—	—	—	—	—	—	—	—	—
Charley	Aug. 20	Inck y	B. bk.	339	Nils Moller	Manila	—	—	—	—	—	—	—	—	—
C. Wattana	Aug. 17	Ulrich	Siam. sch.	655	Junison & Co	Manila	—	—	—	—	—	—	—	—	—
Chismena	July 29	McKerrie	Brit. bk.	697	Frazier & Co	Manila	—	—	—	—	—	—	—	—	—
Columbia	July 8	Johnson	Amer. bk.	391	Frazier & Co	Manila	—	—	—	—	—	—	—	—	—
Doty Bark	Aug. 27	Tiptaft	Brit. sch.	921	Gibb, Livingston & Co	Manila	—	—	—	—	—	—	—	—	—
Ony	July 15	Grange	Brit. bk.	817	Bassell & Co	Manila	—	—	—	—	—	—	—	—	—
Pantaise	Aug. 15	Cooper	Brit. bk.	656	Malind & Co	Manila	—	—	—	—	—	—	—	—	—
Forward Ho	July 16	Wade	Brit. sch.	842	Gibb, Livingston & Co	Manila	—	—	—	—	—	—	—	—	—
Glengarry	Aug. 19	—	Brit. sch.	915	Gibb, Livingston & Co	Manila	—	—	—	—	—	—	—	—	—
Helen Castle	Aug. 23	Angel	Brit. bk.	478	Bassell & Co	Manila	—	—	—	—	—	—	—	—	—
Hayden Brown	June 20	Haver	Amer. bk.	895	Captain	Manila	—	—	—	—	—	—	—	—	—
Hilda	Aug. 19	Fox	Brit. sch.	306	Nils Moller	Manila	—	—	—	—	—	—	—	—	—
J. R. Worcester	May 23	Cass	Brit. sch.	591	Adams, Bell & Co	Manila	—	—	—	—	—	—	—	—	—
—	—	—	Brit. sch.	935	Adams, Bell & Co	Manila	—	—	—	—	—	—	—	—	—
—	—	—	Brit. sch.	290	Nils Moller	Manila	—	—	—	—	—	—	—	—	—
—	—	—	Brit. bk.	316	W. Howett & Co	Manila	—	—	—	—	—	—	—	—	—
—	—	—	Brit. sch.	630	Frazier & Co	Manila	—	—	—	—	—	—	—	—	—
—	—	—	Brit. sch.	101	Marwick	Manila	—	—	—	—	—	—	—	—	—
—	—	—	Amer. sch.	196	Morris & Co	Manila	—	—	—	—	—	—	—	—	—
—	—	—	Brit. bk.	482	Morris & Co	Manila	—	—	—	—	—	—	—	—	—
—	—	—	Brit. bk.	290	Nils Moller	Manila	—	—	—	—	—	—	—	—	—
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HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	RIG.	TONS.	H.P.	CAPTAIN.	WHERE.
Andalusian	double-screw frigate	20	800	Captain F. Durrant	Haidout
Charlybis	steam corvette	17	400	Captain Berham	Shanghai
Ply	double-screw gun-vessel	4	120	Com. M. McNeile	Singapore
Fredie	double-screw gun-vessel	4	120	Com. A. E. Dupont	Hongkong
Orizaba	double-screw gun-vessel	4	120	Com. Chas. Willcox	Swatow
Hart	double-screw gun-vessel	4	120	Com. R. Franks	Hongkong
Hornet	double-screw gun-vessel	4	120	Com. J. S. Raton	Hankow
June	steam corvette	4	100	Captain Poland	Yokohama
Albatross	double-screw gun-vessel	4	100	Com. Edwards	En route
Lapping	double-screw gun-vessel	3	100	Com. W. G. Scott	Singapore
Lily	steam sloop	3	95	Com. Cohnraue	Nassau

multiple-screw gun-vessel	USS	—	—	—	Com W. M. Hall
stern hospital		—	—	—	

Midge	doubtless-sung gun vessel	4	120	Corn. H. G. Salmond	Nogaski
Molester	steam corvette	14	330	Capt. J. G. Seward	Hogcock
Mosquito	gunboat	1	100	Trenton	W. Carey
Mosquito	gunboat	1	80	Lieut.-Comdr. G. A. Gray	En route
Nathan	surveying vessel	7	150	Capt. R. R. Napier	Tientsin
Shakspeare	gunboat	3	110	Lieut.-Comdr. J. E. Heford	En route
Shakspeare	gunboat	3	110	Lieut.-Comdr. O. Tudor	Foochow
Syria	surveying vessel	3	60	Corn. P. Aldrich	Surveying
V. Emanuel	coasting ship	2	150	Swampy	Hafu
Vigilant	dispatch boat	2	250	Lieut.-Comdr. C. Amesley	Kobe

FOREIGN MEN-OF-WAR IN HARBOUR

NAME.	NATION.	GUNS.	H.P.	CAPTAIN.
Mayores Bangor	Annulite gunboat American gunboat	— —	— —	Le Choy Commander Manley

NAME.	FLAG AND RIG.	GUNS.	TONS.	H.P.	COMMANDER.	NATION.
An-tai	Victory's gunboat	7	321	70	Gedall	Tong-king's
Ching-chie	Revenue cruiser	2	50	20	—	Swatow
Ching-cho	Victory's gunboat	2	50	20	Stewart	Swatow
Ching-chai	Revenue cruiser	9	80	20	A. Walker	Capeing-mao
Chung-wan	—	—	—	—	—	West coast
Ching-ai	Revenue cruiser	2	50	20	Chung-wing-fai	Canton River
Tobing-sing	Victory's gunboat	5	180	60	Seaward	Fak-hai
Tobing-ai	Revenue cruiser	2	120	40	Ching-chai Admiral	Boon Fort
Tobing-ai	Victory's gunboat	6	180	60	A. Louraville	West Coast
Tumun-tung	Revenue cruiser	2	150	40	Chau-ti-ha	West Coast
Pang-chao-lai	Revenue cruiser	4	60	120	Palmier	Canton
Quang-on	Victory's gunboat	4	120	40	Ching-ai	Boon Fort
Sat-ai	Revenue cruiser	5	120	60	Wade	Ching-cho
Sat-fang	Victory's gunboat	4	180	60	Calden	Hai-shing-sha
Li-oh	Revenue cruiser	5	50	—	Fry	Griffin
Li-shi	Revenue cruiser	5	80	40	Reed	Canton River
Tung-po	Victory's gunboat	2	180	40	Quang	Boon Fort

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